

**Southern Railroad Company of New Jersey (SRNJ)****(Waiver Petition Docket Number RSGM-95-4)**

The SRNJ seeks a permanent waiver of compliance with certain provisions of the Safety Glazing Standards (Title 49 CFR Part 223) for three locomotives. The SRNJ operates exclusively in southern New Jersey which is primarily rural in nature. Much of the trackage is within the "Pinelands" which is protected from residential and industrial development. SRNJ states that there is approximately one grade crossing per mile of track.

**Northern Indiana Commuter Transportation District (NICD)****(Waiver Petition Docket Number LI-94-12)**

The NICD seeks a temporary waiver of compliance with certain provisions of the Locomotive Safety Standards (Title 49 CFR Part 229) for their locomotives. NICD is seeking relief from the requirements of Section 229.135 that all trains operating over 30 mph shall be equipped with an event recorder by May 5, 1995. NICD requests an extension of one year.

The Locomotive Safety Standards were revised on July 8, 1993, to require each lead locomotive of trains operating over 30 mph to be equipped with an event recorder by May 5, 1995. NICD operates 48 electric MU cars and 10 nonpowered trailer cars from Michiana Regional Airport at South Bend, Indiana, to Randolph Street Station in Chicago, Illinois. Approximately 1/6 of this route (15 miles) is operated over trackage owned by Northeast Illinois Railroad Corporation (METRA). All NICD equipment was built by Sumitomo Corporation of America and operates at a maximum speed of 79 mph. Standard locomotive event recorders are not applicable to the NICD cars and attempts to interest manufacturers to produce an acceptable recorder have been delayed until recently. Due to the competitive bid process, vendor's ability to deliver and installation of the systems, NICD will be unable to comply with the May 5, 1995 date and has requested an extension until May 5, 1996.

**Long Island Rail Road (LI)****(Waiver Petition Docket Number LI-95-1)**

The LI seeks a temporary waiver of compliance with certain provisions of the Locomotive Safety Standards (Title 49 CFR Part 229) for their locomotives and electric MU cars. LI is seeking relief from the requirements of Section

229.135 that all trains operating over 30 mph shall be equipped with an event recorder by May 5, 1995. LI requests the compliance date be extended to November 5, 1995, for their 71 diesel-electric locomotives and to December 5, 1996, for their 466 electric MU cars.

The Locomotive Safety Standards were revised on July 8, 1993, to require each lead locomotive of trains operating over 30 mph to be equipped with an event recorder by May 5, 1995. LI cites four factors which have an adverse impact on compliance with the May 5, 1995, date for the electric MU cars; nonavailability of off-the-shelf event recorders, impact on car availability, limited physical plant/manpower resources and energy conservation/cost savings. To optimize these factors and complete the installation, LI estimates will require the program be extended to December 5, 1996. While off-the-shelf event recorders are available for the diesel-electric locomotives, a compatibility problem arose on the initial installation and a new speed sensing system must also be installed. LI projects this application to be completed by November 5, 1995.

**Frederick W. Seibold (Central Plateau) (CEPX)****(Waiver Petition Docket Number RSRM-95-1)**

Frederick W. Seibold, owner of private rail car "Central Plateau" seeks a permanent waiver of compliance with certain provisions of the Rear End Marking Device Standards (Title 49 CFR Part 221) for a new design rear end marking device. Mr. Seibold has requested approval of an "antique" marking device consisting of the industry standard light bulb mounted in a vintage Handlan Number 79 Rear End Marker shell. This will enhance the restoration of the private car "Central Plateau" while meeting the rear end marking device requirements for passenger cars.

"Guidelines For Testing FRA Rear End Marking Devices" specifies the test procedures for approval of new marking devices. Tests are conducted and approval is granted for the complete device (light source and housing). There is no separate test of the light source.

The guidelines require that five samples of the marking device be tested. Mr. Seibold's proposal includes 60PAR/2/R sealed beam lamp. This same lamp has been approved as part of all marking devices used by Amtrak and others. To forego the specific testing requirements of Part 221, which are written for commercially produced devices, Mr. Seibold requests an FRA identification

number be assigned to his marking device which includes a lamp already approved in other devices.

Issued in Washington, DC on April 25, 1995.

**Phil Olekszyk,**

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 95-11067 Filed 5-4-95; 8:45 am]

BILLING CODE 4910-06-P

**Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief From the Requirements of 49 CFR Part 236**

Pursuant to Title 49 CFR Part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of Title 49 CFR Part 236 as detailed below.

**Block Signal Application (BS-AP)-No. 3352**

Applicant: Canadian American Railroad Company, Mr. Alfred E. Michon, President, Northern Maine Junction Park, RR2 Box 45, Bangor, Maine 04401-9602

The Canadian American Railroad Company seeks approval of the proposed discontinuance and removal of the automatic block signal system, of the single main track and sidings, between "Boundary", milepost 101.7 and Brownsville Junction, milepost 0.0, on the Moosehead Subdivision; and between milepost 104.84 and milepost 105.15, on the Mattawamkeag Subdivision, in the State of Maine, a distance of approximately 102 miles.

The reason given for the proposed changes is the abandonment of passenger service and changes in freight train service has altered operations, and the maintenance and repair of the signal system is very expensive.

**BS-AP-No. 3353**

Applicant: Eastern Maine Railway Company, Mr. E. Scott Smith, 11 Gifford Road, P.O. Box 5666, Saint John, New Brunswick, Canada, E21 5B6

The Eastern Maine Railway Company seeks approval of the proposed discontinuance and removal of the automatic block signal system, of the single main track and sidings, between Vanceboro, milepost 5.6 and Brownsville Junction, milepost 104.84, Maine, on the Mattawamkeag Subdivision, a distance of approximately 99.2 miles.

The reason given for the proposed changes is the abandonment of passenger service and changes in freight train service has altered operations, and the maintenance and repair of the signal system is very expensive.

#### **Rules Standards and Instructions Application (RS&I-AP) No. 1095**

Applicant: CSX Transportation, Incorporated, Mr. D.G. Orr, Chief Engineer—Train Control, 500 Water Street (S/C J-350), Jacksonville, Florida 32202

CSX Transportation, Incorporated (CSX) seeks permanent relief from the requirements of the Rules, Standard and Instructions, 49 CFR, Part 236, Section 236.566, to the extent that CSX be allowed to operate non-equipped locomotives for all CSX freight trains, on all main tracks of the RF&P Subdivision, between Richmond, Virginia, milepost CFP 4.8, and Alexandria, Virginia, milepost 110.1; including the discontinuance and removal of all on board automatic cab signal and train control equipment from all CSX freight locomotives.

The applicant's justification for relief is that the 106 mile RF&P Subdivision, is the only subdivision on CSX that requires the use of automatic cab signal and train control equipped locomotives. CSX desires to operate trains on the RF&P Subdivision in exactly the same safe manner as the balance of their 18,000 mile system. CSX has 2,754 road locomotives of which only 51 are equipped with automatic cab signal and train control apparatus. Utilization of these locomotives is severely restricted and requires special locomotive management procedures to ensure that one of the equipped locomotives is in the lead of every freight consist operated over the RF&P Subdivision.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the protestant in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street SW., Washington, DC 20590 within 45 calendar days of the date of issuance of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written

statements, an application may be set for public hearing.

Issued in Washington, DC on April 25, 1995.

**Phil Olekszyk,**

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 95-11063 Filed 5-4-95; 8:45 am]

BILLING CODE 4910-06-P

#### **Federal Railroad Administration**

Notice of Application for Approval of Discontinuance or Modification of a Railroad Signal System or Relief from the Requirements of 49 CFR Part 236.

Pursuant to 49 CFR Part 235 and 49 U.S.C. App. 26, the following railroads have petitioned the Federal Railroad Administration (FRA) seeking approval for the discontinuance or modification of the signal system or relief from the requirements of 49 CFR Part 236 as detailed below.

Block Signal Application (BS-AP)-No. 3350

Applicant: Montana Rail Link, Incorporated, Mr. Richard L. Keller, Chief Engineer, PO Box 8779, Missoula, Montana 59807.

The Montana Rail Link, Incorporated seeks approval of the proposed modification of the traffic control signal system, on the single main track, between West Toston, milepost 194.3 and East Louisville, milepost 228.1, Montana, on the Second Subdivision; consisting of the discontinuance and removal of 21 automatic intermediate block signals and installation of 14 automatic intermediate block signals, associated with the installation of electronic coded track circuits and pole line elimination.

The reason given for the proposed changes is to upgrade the signal system and improve train operations.

BS-AP-No. 3351

Applicants: National Railroad Passenger Corporation, Ms. Alison Conway-Smith, Vice President/Chief Engineer, 30th and Market Streets, Philadelphia, Pennsylvania 19104

Southern Pacific Transportation Company, Mr. J.A. Turner, Engineer—Signals, Southern Pacific Building, One Market Plaza, San Francisco, California 94105

Peninsula Corridor Joint Powers Board, Mr. Jerome Kirzner, Director Rail Services, 1250 San Carlos Avenue, PO Box 3006, San Carlos, California 94105.

The National Railroad Passenger Corporation, Southern Pacific Transportation Company, and the Peninsula Corridor Joint Powers Board

jointly seek approval of the proposed discontinuance and removal of the barricade detectors, from the signal system, at Dumbarton Street, milepost 26.8 and Berkshire Street, milepost 26.9, on the Peninsula Corridor, near San Jose, California, involving the installation of additional mechanical protection to include Jersey Barricades.

The reasons given for the proposed changes is to eliminate a chronic vandalism problem of false activations, resulting in train delays, and history of these detectors reveals no known activations that actually prevented an accident.

Any interested party desiring to protest the granting of an application shall set forth specifically the grounds upon which the protest is made, and contain a concise statement of the interest of the protestant in the proceeding. The original and two copies of the protest shall be filed with the Associate Administrator for Safety, FRA, 400 Seventh Street SW., Washington, DC 20590 within 45 calendar days of the date of issuance of this notice. Additionally, one copy of the protest shall be furnished to the applicant at the address listed above.

FRA expects to be able to determine these matters without oral hearing. However, if a specific request for an oral hearing is accompanied by a showing that the party is unable to adequately present his or her position by written statements, an application may be set for public hearing.

Issued in Washington, DC on April 25, 1995.

**Phil Olekszyk,**

*Deputy Associate Administrator for Safety Compliance and Program Implementation.*

[FR Doc. 95-11062 Filed 5-4-95; 8:45 am]

BILLING CODE 4910-06-P

#### **National Highway Traffic Safety Administration**

[Docket No. 93-02; Notice 9]

#### **Federal Motor Vehicle Safety Standards; Compressed Natural Gas Vehicles Laboratory Test Procedure**

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), DOT.

**ACTION:** Notice of public availability and request for comment.

**SUMMARY:** On April 25, 1994, NHTSA published a final rule establishing a new Federal Motor Vehicle Safety Standard No. 303, "Fuel System Integrity of Compressed Natural Gas Vehicles," that specifies vehicle performance requirements for the fuel system of